

## Section 4-1100

### PD-TRC-Transit Related Center

#### 4-1101

**Purpose.** This district is established to provide for a compatible mixture of commercial, cultural, institutional, governmental, recreational, and high density housing uses in compact, pedestrian oriented, transit oriented developments and transit-designed supportive areas serving as focal points for nearby related activity centers and residential areas. Planned rail and bus facilities are integral to this mixed-use concept and the County will consider density increases as roads, bus and rail service are available to the district. These higher intensity, mixed-use development projects will serve to promote linkage of employment and residential uses. Specific objectives of such districts include:

- (A) Provide a pedestrian-scale development containing residential, commercial, public, and employment uses;
- (B) Provide the opportunity for a town center at an intensity of development that can be supported by multi-modal transportation and other services;
- (C) Provide for pedestrian and bicycle facilities and for pedestrian and bicycle connections among land uses in the district and for connections with land uses in adjacent areas through links with bicycle and pedestrian systems in those other areas;
- (D) Provide for the use of mass transit to reduce the number of peak hour vehicle trips;
- (E) Encourage high-quality design; and
- (F) Encourage the development of well-configured plazas, squares, greens, landscaped streets, and parks woven into the pattern of the transit oriented development and dedicated to collective social activity, recreation, and visual enjoyment.

#### 4-1102

#### Location, Size and Components.

- (A) **Location.** Land zoned PD-TRC shall be divided into three parts or subareas as described in Section 4-1102(C) below. Neither the Inner Core subarea nor the Outer Core subarea shall extend further north than Shellhorn Road (Route 643).
- (B) **Size.** The initial application to this district shall be a minimum of 40 acres. Subsequent applications shall be adjacent to or across the road from previously mapped PD-TRC districts and shall be a minimum of 25 acres. Notwithstanding the provisions of Section 6-1504, the only provision in this paragraph that may be modified is that regarding subsequent district size.
- (C) **District Subareas.** The Transit Related District shall be divided into three (3) parts or subareas. The boundaries of the subareas will vary to correspond with physical and natural barriers that limit compact development, pedestrian and bicycle connections and movement, and

access to the transit station. Limiting factors will include topography and major arterials so that the subareas may not be a full radius, but will be influenced in form by natural and man-made barriers:

- (1) *Inner Core* - shall mean the total gross land area located generally within a one-quarter (1/4) mile from the outer edge of the planned rail transit station platform, as shown on the approved Concept Development Plan. The highest land-use intensities will be located close to the planned transit stop. The primary focal point of the development will be located in this subarea. Retail, office, service commercial, and high density residential uses are located in this subarea, with a vertical mix of uses, public gathering places, and a predominance of pedestrian oriented uses (uses located at street level that are visible and accessible from the street);
- (2) *Outer Core* - shall mean the total gross land area located outside the Inner Core subarea, but generally within one-half (1/2) mile from the outer edge of the planned rail station platform, as shown on the approved Concept Development Plan. Densities are high, yet decrease in intensity as they increase in distance from the transit stop. Major retail, office, service commercial, and high density residential uses are located in this subarea, with a vertical mix of uses and a predominance of pedestrian-oriented uses (uses located at street level that are visible and accessible from the street); and
- (3) *Transit-Designed Supportive Area* - shall mean the total gross land area located outside the Outer Core subarea, but generally within one mile from the outer edge of the planned rail station platform, as shown on the approved Concept Development Plan. This subarea is meant to provide a transitional and complementary area between the high-density core and the surrounding development pattern. The Transit-Designed Supportive Area should provide a mix of land uses that complement and support the uses of the Inner and Outer Core subareas. This subarea is adjacent to and an extension of development in the Inner and Outer Core subareas and includes design features that complement the Inner and Outer Core subareas such as flexible lot design and pedestrian and bicycle connections. Commercial uses within the TDSA should complement retail, office, and service commercial uses in the Inner and Outer Core subareas.

4-1103

#### **Rezoning & Development Process Requirements.**

- (A) **CDP with Rezoning Applications.** Rezoning to, and subsequent development under, this district will be permitted only in accordance with a Concept Development Plan approved according to Section 6-1500 of this Ordinance. Flexibility in design options will be allowed.

(B) **Preparation of CDP.** All Concept Development Plans required by this section shall be prepared according to Section 6-1500 of this Ordinance, and in addition shall include and graphically show the following items:

- (1) The type and scale of proposed uses including residential unit type and quantity;
- (2) The proposed intensity of development including the maximum proposed non-residential square footage and maximum number of dwelling units per subarea;
- (3) Site and building designs to include the integration of the built and open space environment, pedestrian streetscape design, pedestrian, bicycle and motor vehicle connections between the uses and planned or existing transit stops and transit parking;
- (4) The physical and functional integration of the proposed mix of land uses, including but not limited to pedestrian, bicycle, and vehicle connections between the uses and planned or existing transit stops and transit parking;
- (5) The location and design of focal points within the district;
- (6) Delineated limits of subareas pursuant to Section 4-1102(C); and
- (7) The relationship between development in the Transit-Designed Supportive Area and the Inner and Outer Core subareas.

(C) **Final Development Plan.**

(1) **FDP Required.** Prior to the commencement of development of a parcel, the Planning Commission shall review and approve a Final Development Plan. Approval of the FDP shall serve as meeting the non-engineered requirements of a site plan. The Planning Commission shall approve a Final Development Plan if it conforms to approved proffers and the approved Concept Development Plan and contains the information enumerated in Section (C)(2) below:

(2) **FDP Submission Requirements.**

- (a) The Final Development Plan shall be prepared in accordance with the approved Concept Development Plan and proffers and shall contain the following information:
  - (i) A vicinity map at a scale of not less than one inch equals two thousand feet (1" – 2000').
  - (ii) Bearings and distances of the perimeter property lines.

- (iii) Total area of property presented in square feet or acres.
- (iv) Scale and north arrow, with north, to the extent feasible oriented to the top of all drawings.
- (v) Names and route numbers of boundary streets and the width of existing right(s)-of-way. Any proposed amendments to the public right(s)-of-way and delineation of the existing centerline of all streets abutting the property, including dimensions from the existing centerline to the edge of the pavement and to the edge of the right(s)-of-way.
- (vi) The location and arrangement of all proposed uses, including a preliminary subdivision layout, if subdivision is proposed.
- (vii) The maximum height in feet, to include penthouses, of all buildings, and the number of floors both above and below or partially below finished grade.
- (viii) Proposed building footprints and elevations.
- (ix) The traffic circulation system and the pedestrian and bicycle circulation system, including the location and width of all streets, driveways, entrances to parking areas and parking structures, pedestrian walkways, and bicycle paths.
- (x) Location of bus and rail stops.
- (xi) Landscaping plan indicating the location and type of all plantings, and any trees to be conserved.
- (xii) A plan or statement showing how public utilities are, or will be provided.
- (xiii) Approximate location and estimated size of all proposed stormwater management facilities.
- (xiv) When the development is to be constructed in sections, a final sequence of development schedule showing the order of construction of such sections, and an approximate completion date for the construction of each section.
- (xv) Location of accessory uses.

- (xvi) Location and size of open space areas, specifying the proposed treatment or improvement of all such areas.
  - (xvii) Cross section of proposed buildings to evaluate streetscape and skyscape with relation to adjacent parcels.
  - (xviii) Location and quantity of required number of off-street parking and loading spaces provided.
  - (xix) Architectural sketches, if available, of typical proposed structures, including lighting fixtures and signs.
  - (xx) A statement that the proposed development conforms to the provisions of all applicable ordinances, regulations and adopted standards.
- (b) A final statement in tabular form which sets forth the following data, when such data is applicable to a given development plan:
- (i) Total number of dwelling units by type.
  - (ii) Total residential units and units per acre by subarea.
  - (iii) Total floor area for each type of use and total floor area ratio in each subarea or landbay, except residential uses.
  - (iv) Total area in open space including recreational open space provided and the amount required.
  - (v) Total number of off-street parking and loading spaces provided and the number required.

#### **4-1104 Permitted Uses.**

- (A) The following uses are permitted within the Inner Core subarea:
- (1) Art gallery.
  - (2) Auction House, pursuant to Section 4-1111(A).
  - (3) Automobile car sharing agency.
  - (4) Automobile rental agency, with on site automobile storage not to exceed 10 cars.

- (5) Bank or financial institution, excluding drive-through facilities.
- (6) Business service establishment.
- (7) Child care facilities, pursuant to Section 5-609, or adult day care center.
- (8) Church, synagogue, and temple.
- (9) Civic, social and fraternal association meeting place.
- (10) College, university, less than 50,000 sq. ft. (exclusive of on-site student, faculty, and/or employee housing facilities).
- (11) Community center.
- (12) Community Garden, not to exceed 20,000 square feet.
- (13) Conference and training center.
- (14) Congregate housing facility.
- (15) Convenience Food Store.
- (16) Convention or exhibition facility, associated only with a hotel/motel, not exceeding the floor print of the hotel/motel, and located above or below the first floor.
- (17) Cultural amenities, e.g. fountains, ice rinks, reflecting pools.
- (18) Dormitory, fraternity/sorority house, rooming/boarding house or other residence hall.
- (19) Dwelling, above first floor commercial uses.
- (20) Dwelling, multi-family (minimum of 4 stories in height). A multi-family structure may be less than 4 stories in height if it is constructed between a parking structure and a street and effectively screens the parking structure from public view.
- (21) Educational Institution, less than 50,000 sq. ft.
- (22) Establishment for general research, scientific research, development and/or training where assembly, integration and testing of products in a completely enclosed building is incidental to the principal use of scientific research, development and training.
- (23) Facility for lessons in dance, gymnastics, judo and sports training (less than 5,000 square feet).
- (24) Fire, police and/or rescue station.

- (25) Health and fitness center.
- (26) Home service establishment.
- (27) Hotel/Motel, pursuant to Section 4-1111(B).
- (28) Library.
- (29) Off-street parking facility, freestanding (serving two or more lots).
- (30) Public transit facilities to include bus shelters and bicycle parking facilities.
- (31) Medical care facility, outpatient only.
- (32) Museum, cultural center, arboretum.
- (33) Offices, administrative, business, and professional.
- (34) Park, playground or plaza (public or private).
- (35) Performing arts center (10,000 sq. ft. or less).
- (36) Personal service establishment.
- (37) Post office, drop-off and pick-up only.
- (38) Private club or lodge, less than 10,000 sq. ft.
- (39) Radio and television recording studio.
- (40) Recreation establishment, indoor, pursuant to Section 4-1111(D).
- (41) Repair service establishment.
- (42) Restaurant (dine-in and carryout only).
- (43) Restaurant, dinner theatre.
- (44) Restaurant, fast-food without drive-through facilities.
- (45) Retail/Food and Beverage Sales – Ambulatory Vendors and Mobile Vending Carts, pursuant to Section 4-1111(E).
- (46) Retail sales establishment.
- (47) Sewer pumping station.
- (48) Studio space – artist, craftsperson, writer, etc.
- (49) Telecommunications antenna, pursuant to Section 5-618(A).

- (50) Theater, indoor.
- (51) Water pumping station.
- (B) The following uses are permitted in the Outer Core subarea:
  - (1) All uses permitted in the Inner Core subarea.
  - (2) Dwelling, Single Family Attached.
  - (3) Dwelling, Single Family Detached, pursuant to Section 4-1111(G).
- (C) The following uses are permitted in the Transit-Designed Supportive Area unless otherwise excluded through an approved Concept Development Plan:
  - (1) All uses permitted in the Outer Core Subareas.
  - (2) Animal Hospital.
  - (3) Dwelling, multifamily (4 stories or less in height).
  - (4) Recycling drop-off collection center, pursuant to Section 5-607.
  - (5) Food store, (10,000 sq. ft. or greater).
  - (6) A single retail use may not exceed 10,000 sq. ft. in gross floor area.

#### **4-1105**

**Special Exception Uses.** The following uses may be approved by the Board of Supervisors, and, if approved may be subject to certain conditions, pursuant to the provisions of Section 6-1300.

- (A) The following uses are permitted by Special Exception in the Inner Core subarea:
  - (1) College, university, greater than 50,000 sq. ft.
  - (2) Educational Institution, greater than 50,000 sq. ft.
  - (3) Funeral home or mortuary.
  - (4) Medical care facility, including hospital.
  - (5) Performing arts center (greater than 10,000 sq. ft.).
  - (6) Private club or lodge (greater than 10,000 sq. ft.).
  - (7) School, private, accessory to a church.
  - (8) School, public and private.



- (9) Telecommunications monopole, pursuant to Section 5-618(B)(2).
  - (10) Transportation or transit facilities, limited to:
    - (a) Heliport or helistop.
    - (b) DTRE facilities.
  - (11) Urban deck.
  - (12) Utility substation, dedicated.
- (B) The following uses are permitted by Special Exception in the Outer Core subarea subject to the requirements and limitations of these regulations:
- (1) All uses permitted by Special Exception in the Inner Core subarea.
  - (2) Commuter parking facilities, structured or planned to be structured.
  - (3) Convention or exhibition facility.
  - (4) Dog Park.
  - (5) Stadiums and Arenas.
  - (6) Storage, mini-warehouse, pursuant to Section 4-1111(F).
- (C) The following uses are permitted by Special Exception in the Transit-Designed Supportive Area, unless otherwise excluded through an approved Concept Development Plan, and, if approved, may be subject to certain conditions, pursuant to the provisions of Section 6-1300:
- (1) All uses permitted by Special Exception in the Outer Core subarea, except:
    - (a) Retail/Food and Beverage Sales – Ambulatory Vendors and Mobile Vending Carts.
    - (b) Urban Deck.
  - (2) Automobile service station.
  - (3) Bank or financial institution, with drive-through facilities.
  - (4) Commuter parking facilities, structured or surface.
  - (5) Convenience retail establishment with accessory gas pumps and/or car wash.
  - (6) Pharmacy, with drive-through facilities.

- (7) Any one retail use in excess of 10,000 sq. ft.

**4-1106 Lot Requirements.**

- (A) **Size.** No minimum, except 2,400 square feet for single-family detached and 1,600 square feet for single family attached dwellings.
- (B) **Width.** No minimum.
- (C) **Depth.** No minimum.
- (D) **Yards.**
  - (1) Front. No minimum.
  - (2) Side. No requirement.
  - (3) Rear. No requirement.
- (E) **Other yard requirements.**
  - (1) **Adjacent to roads.** Notwithstanding the provisions of Section 5-900 (A)(2) and (C), no building shall be permitted closer than one hundred (100) feet to the right-of-way of any arterial road unless a component of an "urban deck" as defined in Article 8. No parking shall be located within fifty (50) feet of the right-of-way of any arterial road.

**4-1107 Building Requirements.**

- (A) **Lot Coverage.** No requirement.
- (B) **Building Height.**
  - (1) **Maximum Height.** Unless a lower height restriction is recommended by the Washington/Dulles International Airport Authorities: Inner Core: 175 feet; Outer Core: 125 feet; Transit-Designed Supportive Area: 100 feet. Unoccupied space such as rooftop mechanical structures, penthouses and architectural features shall not be measured in determining maximum height.
  - (2) **Minimum Height.** Inner Core: 35 feet of occupied space, 25 feet of occupied space if constructed between a parking structure and a street and effectively screens the parking structure from public view. Outer Core: 25 feet of occupied space. Transit-Designed Supportive Area: no minimum height.
- (C) **Floor Area Ratio.**
  - (1) The maximum permitted Floor Area Ratio is as follows:

- (a) **Inner and Outer Core Subareas:** The availability of transportation alternatives will determine the maximum Floor Area Ratio of non-residential land use in three phases (a) prior to the establishment of bus services, (b) when bus services and facilities are planned, scheduled, designed, and fully funded, and (c) when rail transit services and facilities are planned, scheduled, designed, and fully funded as follows:

	Maximum FAR in <u>Inner/Outer Core Subareas</u>
Prior to Bus	.60
Bus	1.0
Rail	2.0

- (b) To concentrate intensity of land use within the Inner Core subarea, as part of the approval of the Concept Development Plan, the Board of Supervisors may approve a maximum non-residential square footage amount for the Inner Core calculated using the following Floor Area Ratios: [Note that the maximum total floor area permitted must not exceed the permitted floor area for the combined Inner and Outer Core subareas as determined by the ratios in Section 4-1107(C)(1)(a).]

	<u>Inner Core</u>
Prior to Bus	1.20 max
Bus	2.0 max
Rail	3.0 max

- (c) **Transit-Designed Supportive Subarea:** Total floor area permissible on an individual lot within the Transit-Designed Supportive Area shall not exceed .40. However the Board of Supervisors may permit an individual lot within the TDSA to achieve an FAR of 1.0 as part of approval of the Concept Development Plan, concurrent with the PD-TRC amendment, or by amendment of an existing Concept Development Plan upon recommendation of the Planning Commission at any time after the original PD-TRC amendment provided the following criteria are met:

- (i) The overall Floor Area Ratio for the TDSA subarea does not exceed .40.
- (ii) The applicant submits a plan with evidence of unified control and identifying proposed land uses, their location, and Floor Area Ratios requested for

specific landbays within the TDSA and their land area acreages.

- (iii) The applicant provides a traffic analysis that shown no deleterious effects to the local or regional road network as a result of the increased concentration of development, unless such deleterious effects are mitigated.
  - (iv) For any lot with a Floor Area Ratio other than .40, the Floor Area Ratio shall be shown on the approved record plan, site plan, and Final Development plan for the lot.
  - (v) In the event the Concept Development Plan for the TDSA subarea does not provide the information set forth in Section 6-1505, the applicant may limit the development on an individual lot to an FAR of less than .40. Such a limitation shall be placed on the approved record plat, site plan and Final Development Plan for the lot. The Board shall consider this limitation for future transfer to another portion of the TDSA subarea as part of a Concept Development Plan amendment.
  - (vi) A revised Concept Development Plan shall be submitted with the site plan and Final Development Plan to illustrate the Floor Area Ratio for the entire subarea if individual lots are allowed to increase FAR following adoption of the rezoning.
- (2) The Concept Development Plan shall specify the maximum developable floor area for each of the three subareas, including the phasing of density based on the availability of bus and rail.
  - (3) Each development application (including site plans and subdivisions) shall include a tabulation of approved total floor area for the appropriate subarea, the proposed floor area for the application, and the remaining square footage for the subarea including density increases tied to the availability of bus and rail.
  - (4) The Final Development Plan will specify the maximum developable floor area approved for the subarea(s), the amount proposed, and the remaining square footage for the subarea(s).
  - (5) In mixed use buildings containing dwellings, floor area ratio, which shall include residential floor area, shall determine the bulk of the building above finished grade. The Concept Development Plan and site plan shall identify how dwelling units

per acre requirements, as identified in Section 4-1108, are achieved.

**4-1108 Number of Dwelling Units Per Acre.**

**(A) Inner and Outer Core Subareas:**

- (1) The availability of transportation alternatives will determine the maximum dwelling units per acre in three phases (a) prior to the establishment of bus services, (b) when bus services and facilities are planned, scheduled, designed, and fully funded, and (c) when rail transit services and facilities are planned, scheduled, designed, and fully funded as follows:

	Maximum Dwelling Units Per Acre <u>Inner/Outer Core Subareas</u>
Prior to Bus	16
Bus	32
Rail	50

- (2) The proposed dwelling units per acre shall only be permitted upon the demonstration that an adequate transportation network of Roads, Bus, and/or Rail is available to achieve the proposed densities in the applicable transportation category as specified in (A)(1) above.
- (3) The Concept Development Plan shall specify the maximum number of dwelling units for each subarea including the phasing of density based on the availability of bus and rail.

**(B) Transit Designed Supportive Subarea.** The Concept Development Plan shall specify the maximum number of dwelling units per acre for the subarea.

**(C)** Each development application (including Final Development Plans, site plans and subdivisions) shall include a tabulation of approved total number of dwelling units for the appropriate subarea, the proposed number of dwelling units for the application, and the remaining number of dwelling units for the subarea including density increases tied to the availability of bus and rail.

**4-1109 Mix of Uses.**

**(A) Inner and Outer Core Subareas.** The land use mix to be achieved within the combined Inner and Outer Core subareas shall meet the minimum as found in the table below. Such mix, and the phasing thereof, shall be identified on the Concept Development plan. Gross land area devoted to principal land uses shall be balanced in the following ratios:

<u>Land-Use Category</u>	<u>Minimum.</u>
Residential	20%
Office	20%
Commercial Retail and Services	10%
Parks, Civic & Open Space	20%

*\* At least one publicly-accessible plaza shall be located in the Inner Core subarea to represent the urban focal point as shown on the Concept Development Plan. In addition, publicly-accessible greens, publicly-accessible active recreation space, and publicly-accessible mini-parks shall be appropriately distributed within walking distance from uses and generally depicted as to a street block location on the Concept Development Plan. Such publicly-accessible greens, active recreation space, and mini-park locations implementing the Concept Development Plan shall be shown on the Final Development Plan. These publicly-accessible features shall be considered for each incremental addition proposed to the district to maintain open space within a reasonable actual walking distance.*

- (B) **Transit-Designed Supportive Subarea.** The land use mix to be achieved within the Transit-Designed Supportive subarea, and the phasing thereof, shall be shown on the Concept Development Plan.
- (C) In order to exceed the minimum percentage in any one category, the minimum percentage in all categories must be achieved as evidenced by an approved Final Development Plan. After the minimum percentages have been achieved, in addition to the requirements of Section 6-1000, a zoning permit for change in tenant occupancy shall include a tabulation indicating that the minimum percentages continue to be met.
- (D) A vertical mix of uses is encouraged in multi-story buildings in the Inner and Outer Core subareas, such as ground floor retail with upper story residences or offices. When multiple use types are located within a single building, the land use mix requirements for Residential, Office and Commercial Retail Services, identified in Section 4-1109(A), may be modified by 10% by the Planning Commission during review of a Final Development Plan to achieve integration of uses.

#### **4-1110 Land Use Arrangement and Use Limitations.**

- (A) Bus stops shall be located throughout the PD-TRC District, as determined by the County, the Washington Metro Area Transit Authority (WMATA) or similar authority.
- (B) Land uses shall be adjoining or located in close proximity to one another to ensure a compact development pattern and a continuous urban streetscape.
- (C) The Transit Related Center shall be arranged in a generally rectilinear pattern of interconnecting streets and blocks while maintaining respect for the natural landscape and floodplain.
- (D) Average block length (measured at the right-of-way) within the total development area that is the subject of a Final Development Plan shall not exceed 400 feet. Blocks designed to include a mid-block through-

alley, that permits secondary vehicle access to land uses on the block, may be a maximum of 800 feet in length, half of which shall be used in the calculation of average block length.

- (E) All utility distribution lines located on PD-TRC designated land shall be placed underground.
- (F) The Transit-Designed Supportive Area street network should complement and support the Inner and Outer Core subarea street network by providing multiple and direct vehicular, bicycle, and pedestrian connections to the transit station.
- (G) Awnings, canopies, trellises, and similar architectural features may cantilever over the pedestrian walkway. Eaves may cantilever over the pedestrian walkway no more than 3 feet.
- (H) Pedestrian walkways shall be located on all four sides of a block.

**4-1111**

**In addition to the requirements contained in Article 5, the following uses shall have limitations as specified below:**

- (A) **Auction Houses** are subject to the following conditions: the use (1) must be located within a building that houses two or more distinct principle uses that do not share the same physical space; and (2) use shall contain no more than 10,000 square feet.
- (B) **Hotel/Motel.** Hotels/Motels are subject to the following additional conditions: (1) Individual guest rooms in the hotel/motel shall be accessed only from an interior lobby in the building and shall not be directly accessible from the exterior of the building; and (2) All stairwells, corridors and circulation components of the building shall be completely enclosed within the building envelope.
- (C) **Off-street parking facility, freestanding.** If the parking structure is not effectively shielded from the street by a building, the first floor of the parking structure shall be enclosed.
- (D) **Recreation establishment, indoor** other than those owned by the public, are subject to the following conditions: (1) facility must be located within a building that is a minimum of three stories in height, (2) the building must house two or more distinct principle uses that do not share the same physical space, and (3) the use shall contain no more than 10,000 square feet.
- (E) **Retail/Food and Beverage Sales** – Ambulatory Vendors and Mobile Vending Carts. General retail sales or provision of food and beverage services by ambulatory vendors or through the use of mobile vending carts are permitted only in the Inner and Outer Core subareas of the PD-TRC district, subject to the following conditions: (1) The number of vendors and carts shall be limited to the number shown on the approved Concept Development Plan; (2) Vendors and carts operating in public

places shall comply with any applicable County permit or licensing requirements; (3) Vendors and carts on private property are restricted to one vendor or cart per property, unless otherwise allowed by the County in the terms of an approved Concept Development Plan or subsequent site development plan; and (4) Mobile vending carts shall be moveable by one person, shall be non-motorized, and may not exceed six feet in length, not including a trailer-hitch.

- (F) **Storage, mini-warehouse.** Individual units must only be accessed by an interior corridor.
- (G) **Dwellings, single family detached** shall not comprise more than two and one half (2 ½) percent of the total dwellings proposed in the District.

**4-1112 Building Orientation.** Buildings and their principal entrances in the PD-TRC District shall be oriented toward adjacent neighborhood and/or collector streets or adjacent plazas, greens, or parks; any of which may be publicly or privately owned.

**4-1113 Pedestrian-Oriented Building Placement & Uses.**

- (A) To achieve a uniform streetscape:
  - (1) Within the Inner Core subarea, a minimum of 70% of any lot width, and within the Outer Core subarea a minimum of 50% of any lot width that is adjacent to a public right-of-way or a plaza, shall be occupied by a building wall built to the setback line. The building wall may be part of a principal building or accessory building.
  - (2) The remaining lot frontage in the Inner Core and Outer Core subareas may be occupied by any combination of the following: building wall (within or behind the setback line), decorative solid wall, fence or hedge no higher than 4 feet, decorative wall or fence that allows visibility through it, such as wrought iron or split rail fences, no higher than 6 feet, landscaped entryway signage or features, pedestrian amenities such as a public plaza or park, or breaks for necessary pedestrian or vehicle access ways.
- (B) Within the Inner Core subarea, at least 70% of the first floor building frontage, and within the Outer Core subarea at least 30% of the first floor building frontage, as required in subsection 4-1113 (A)(1) above, shall contain pedestrian-oriented development, preferably commercial retail and service uses, on the first floor. In multi-family buildings, these percentages may be accomplished with residential accessory uses, lobbies, mailboxes, meeting rooms, and indoor recreational uses. This section shall not apply to single-family dwellings.
- (C) Each Final Development Plan shall indicate how the remainder of the development may be completed.



**Pedestrian and Bicycle Connections & Amenities.****(A) Pedestrian and Bicycle Connections.**

- (1) Within the PD-TRC, each development shall provide and contribute to an on-site system of pedestrian walkways and bicycle paths and lanes designed to provide direct access and connections to and between the following:
  - (a) The primary entrance or entrances to each principal building;
  - (b) Pedestrian walkways or bicycle paths and lanes on adjacent properties that extend to the boundaries shared with the district;
  - (c) Any public sidewalk system or bicycle path or lane along the perimeter streets adjacent to the district;
  - (d) Existing or planned bus or rail transit stops and commuter park and ride locations; and
  - (e) On-site amenities, as provided according to Section 4-1115 below.
- (2) In addition to the connections required in 4-1114 (A)(1) above, on-site pedestrian walkways and bicycle paths and lanes shall be provided and be designed for direct access and connections between buildings, sidewalks, existing or planned bus or rail transit stops, commuter park and ride locations, on-site amenities sidewalks or walkways on adjacent properties, public parks and civic uses and parking areas or structures.
- (3) **Most Direct Route Required.** All pedestrian connections shall be designed and sited to ensure the shortest, most direct route possible from point to point. Mid-block pedestrian walkways are encouraged wherever possible to assure a more direct connection between adjacent uses. Pedestrians shall be able to make each of the connections identified in Section 4-1114 (A)(2) above without walking across grass or landscaped areas.

**(B) Sidewalks and Other On-Site Pedestrian Walkways.**

- (1) Sidewalks shall be provided parallel to all streets.
- (2) All sidewalks and on-site pedestrian walkways shall be at least eight (8) feet wide within the Inner Core subarea and at least five (5) feet wide within the Outer Core and Transit-Designed Supportive Area subareas.

- (3) All sidewalks and on-site pedestrian walkways shall have and maintain a minimum unobstructed pathway at least five (5) feet wide.
  - (4) All sidewalks and on-site pedestrian walkways shall be aligned and connected with those on adjacent properties and public rights-of-way.
  - (5) Each point at which the system of sidewalks or pedestrian walkways crosses a parking area, street, or driveway to make a required connection shall be clearly marked through the use of change in paving materials, height, or distinctive colors.
- (C) **Bicycle Paths and Lanes.**
- (1) All bicycle paths shall be at least 5 feet wide, 8 feet wide if a multi-use path.
  - (2) The PD-TRC district shall provide for bicycle lanes or paths throughout the PD-TRC district.
- (D) **Pedestrian/Bicyclist Underpasses or Tunnels.** Where underpasses or tunnels are used for pedestrian or bicyclist pathways, they shall be generally straight and without recesses so that the far end of the underpass or tunnel is visible to the pedestrian or bicyclist.

#### 4-1115

##### **On-Site Amenities.**

- (A) **General Requirement.** All buildings in the Inner and Outer Core subareas containing 50,000 or more square feet of gross floor area shall incorporate at least two (2) of the on-site amenities or features listed in (A)(1)-(8) below that are accessible to all uses within the building.
- (1) Patio or plaza with seating areas provided such patio or plaza has a minimum depth and width of 10 feet and a minimum total area of 300 square feet.
  - (2) Landscaped mini-parks, squares or greens, including rooftop areas, provided such park or green has a minimum depth and width of 30 feet and a minimum total area of 1,000 square feet.
  - (3) On-site transportation amenities, including bus stops or customer pick-up/drop-off stations.
  - (4) Protected customer walkways; arcades; or easily identifiable building pass-throughs containing window displays and intended for general public access.
  - (5) Water feature, such as a lake, pond, or fountain, provided the feature is easily accessed by pedestrians and includes or integrates seating areas for pedestrians.

- (6) Street-level public restrooms immediately accessible from building pass-throughs, public plazas or other public open spaces, or enclosed plazas/atriums.
- (7) Swimming pools (indoor or outdoor, including rooftop).
- (8) Athletic facilities such as lockers, showers, and changing rooms.
- (B) On-site amenities may be used to satisfy the minimum parks, civic and open space requirements of the Inner and Outer Core subareas as required in Section 4-1109(A).

**4-1116 Landscaped Open Space.**

- (A) The minimum landscaped open space requirement per development is as follows:

Inner Core	No Minimum
Outer Core	10%
TDSA	15%

- (B) Landscaped open space may be used to satisfy the minimum parks, civic and open space requirements of the Inner and Outer Core subareas as specified in Section 4-1109(A).

**4-1117 Parking Requirements.**

- (A) Generally, on-street parking shall be provided throughout the District and shall not encompass more than 70% of the block frontage. Such on-street parking may be angled and shall be inset into the block with street trees, plantings and/or street furniture incorporated between groups of parking spaces. Such on-street parking shall be designed to avoid impeding pedestrian movement among buildings and spaces in the area.
- (B) All off-street parking lots other than very short-term drop-off/delivery parking shall be landscaped and shall not interfere with the reasonable continuity of building facades and pedestrian activity. In the Inner and Outer Core subareas, no parking lot shall be located between the principal entrance of a building and the street. The Concept Development Plan shall indicate how the quantity of required parking spaces shall be met within the Inner and Outer Core subareas.
- (C) Off-street parking facilities shall have access from streets or, if no street access is available, from alleys with adequate security measures.
- (D) All above-grade parking structures shall be designed in a manner that is compatible with nearby building architecture to minimize visual impact.

- (E) Each application for a Final Development Plan shall include a transportation study to be reviewed and approved by the Office of Transportation Services indicating the number of parking spaces required. Such transportation study shall take into account reductions in the requirements of Section 5-1100 of up to 20% based on the availability of bus service and up to 50% based on the availability of rail service.
- (F) Notwithstanding the requirements of Section 5-1103(A), all parking shall be located on the lot being served, or on a separate lot or parcel within ¼ mile of the principle pedestrian entrance of the building that it serves.
- (G) Credit for On-Street parking. In coordination with the Office of Transportation Services and the Virginia Department of Transportation, the Zoning Administrator may allow on-street parking spaces, located within 400 feet of the subject principal use to be credited to meet up to 30% of the off-street parking spaces for a particular development or building required by Section 4-1115(E) above. Such credit for on-street parking shall be included on the Final Development Plan so as to identify the particular development receiving the credit.
- (H) A parking facility may be shared by two or more uses if the sum of the parking space requirements of all of the uses is provided.
- (I) After rail service is available, structured parking shall be required to meet 70% of the parking requirements for the construction of new buildings in the Inner and Outer Core subareas.

**4-1118 Landscaping, Buffering and Screening.**

- (A) Landscaping, buffering, and screening shall be used to screen outdoor storage, areas for collection of refuse, loading areas and parking from streets and residential uses.
- (B) For individual lots within the PD-TRC district that are developed in accordance with a proffered Concept Development Plan, the buffer and screening requirements of Section 5-1400 shall not be applicable between uses on adjacent lots developed within the center or between uses within the PD-TRC district and differently zoned properties.

**4-1119 Street Trees.** Trees shall be planted at a density of no less than one tree per twenty-five (25) linear feet along all areas dedicated for use for vehicular access. Such trees shall have a minimum caliper of 1 (one) inch and a height at maturity of 15 (fifteen) feet or more. If in the opinion of the Planning Commission at time of review of the Final Development Plan, upon the advice of the County Urban Forester/Arborist, that street trees will not survive in a given location, substitute plantings or substitute locations may be provided.

**4-1120 Tree Canopy.** Tree canopy requirements of Section 5-1303 shall not apply to the Inner Core subarea.

**4-1121 Development Setback and Access from Major Roads.** The requirements of Section 5-900 shall be observed.

- (A) In the Inner Core, buildings shall be located a maximum of 10 feet from the front property line; however, if the building fronts on a plaza or courtyard open to the public, the maximum setback shall be 25 feet.
- (B) **Private Streets.** Roads, serving single family attached, townhouse, and multifamily uses only, may be constructed to private street standards set forth in the Facilities Standards Manual, provided the following conditions are met:
  - (1) All residences served by the private road shall be subject to a recorded covenant expressly requiring private maintenance of such road in perpetuity and the establishment, commencing with the initial record plat, of a reserve fund for repairs to such road.
  - (2) The record plat and protective covenants for such development shall expressly state that the County and VDOT have no and will have no responsibility for the maintenance, repair, or replacement of private roads.
  - (3) Sales brochures or other literature and documents, provided by the seller of lots served by such private roads, shall include information regarding responsibility for maintenance, repair, replacement, and covenants pertaining to such lots, including a statement that the County has no and will have no responsibility for the maintenance, repair, or replacement of private roads.

**4-1122 Accessory Structures and Uses.** Accessory structures and uses shall be permitted only where said uses and structures are customarily accessory and clearly incidental and subordinate to the permitted principal use and structures. Surface parking lots are permitted as an accessory use for single-family attached and multi-family dwellings.

**4-1123 Signs.** The requirements of Section 5-1200 shall be followed for PD-TRC development. Residential signs within the PD-TRC district shall follow the requirements of the PD-H signs as enumerated in the Sign Requirements Matrix, Section 5-1204(D).

**4-1124 Ownership, Operation, and Management of Common Open Space and Common Facilities.**

- (A) All common open space shall be preserved for its intended purpose as expressed in the Concept Development Plan. The developer shall choose prior to approval of the first record plat or final site plan, one (1) or a combination of the following methods of administering common open space:
  - (1) Public dedication to the County of the common open space, subject to acceptance by the Board of Supervisors.

- (2) Establishment of a non-profit association, corporation, trust, or foundation of all owners of residential property within the planned development. Such organization shall conform to the following requirements:
    - (a) The organization must be established prior to approval of the first record plat or final site plan in the proposed development. The documents establishing such organization shall be reviewed and approved by the County.
    - (b) Membership in the organization shall be mandatory for all residential property owners, present or future, within the planned community and said organization shall not discriminate in its members or shareholders.
    - (c) The organization shall management, maintain, administer and operate all open space and improvements and other land not publicly or privately owned, and shall secure adequate liability insurance on the land and such improvements.
    - (d) Sales brochures or other literature and documents provided by the seller of all lots within a PD-TRC district shall include information regarding membership requirements and responsibilities of such organizations.
  - (3) Retention of ownership, control, and maintenance of common open space and improvements by the developer.
- (B) All common open space not dedicated to the County shall be subject to restrictive covenants running with the land restricting its use to that specified in the approved Concept Development Plan. Such restrictions shall be for the benefit of, and enforceable by, all present or future residential property owners and the Board of Supervisors of Loudoun County.
  - (C) All common open space, as well as public recreational facilities, shall be specifically included in the development schedule and be constructed and fully improved by the developer at an equivalent or greater rate than the construction of residential structures.